

RESOLUTION No. 30724

MC
11/14/05

A RESOLUTION adopting Guiding Principles for decisions related to the Alaskan Way Viaduct and Seawall Project.

Introduced:	DEC - 6 2004	By:	CONLIN
Referred:	DEC - 6 2004	To:	COMMITTEE OF WHOLE
Referred:		To:	
Reported:	1-10-05		
Passed:	1-10-05	Signed:	1-10-05
Filed:	1/14/05	Published:	John 3 pg

US5171

12/13/04 passed as amended
RC, JC, JG, NL, DD, PS

1-10-05 Adopted 8-0

Smead 107 YSPJZZQ4

MC
11/14/05

stions related to the Alaskan Way Viaduct and

Richard Conlin

12/13/04 passed as amended 6-0 (McDvor, Drago, Rasmussen out)
RC, JC, JG, NL, DD, PS

CONLIN

COMMITTEE OF WHOLE

1-10-05 Adopted 8-0 (Excused: Compton)

1-10-05

10 3 pag

Simple
Approved
Full Text
No
No
No
Chris Rusk

RESOLUTION 30724

A RESOLUTION adopting Guiding Principles for decisions related to the Alaskan Way Viaduct and Seawall Project.

WHEREAS, the Alaskan Way Viaduct and Seawall Project (Project) is a joint project between the City, the State Department of Transportation, and the Federal Highways Administration; and

WHEREAS, there are many different decisions to make in regard to the Project, which is of critical importance to Seattle and the region's future;

WHEREAS, the purpose of establishing Guiding Principles is to reflect specific intentions, preferences and values that will help define the framework for short-term and long-term decisions on the Project; and

WHEREAS, good decisions are made through clear, careful, transparent, and deliberative decision-making processes; and

WHEREAS, these Guiding Principles were reviewed at two Committees of the Whole, and received input from Councilmembers, the Executive, and the Planning and Design Commissions; and

WHEREAS, the principles address the following issues: balance and integration; destination and movement; neighborhood connectivity; economic and community development; environmental sustainability; liveability for downtown residents, employees and visitors; public involvement; authenticity and identity; diversity and flexibility; maintaining regional focus; maintaining safety and managing the transition; considering economic impacts; and creating a viable financing plan;
NOW THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR

CONCURRING:

Section 1. The City adopts the Guiding Principles for decisions related to the Project attached to this Resolution as Attachment A, to guide the decisions for the Project.

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Adopted by the City Council the 10th day of January, 2005, and signed by me in open session in authentication of its adoption this 10th day of January, 2005.

Jan Prago
President _____ of the City Council

THE MAYOR CONCURRING:

[Signature]
Mayor

Filed by me this 14th day of January, 2005.

Jedith E. Pappi
City Clerk

Attachment A

NOTICE: IF THE DOCUMENT IN THIS FRAME IS LESS CLEAR THAN THIS NOTICE
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Attachment A to Guiding Principles Resolution 30724

Guiding Principles for decisions related to the Viaduct/Seawall Project
November 30, 2004

These guiding principles embody specific intentions, preferences and values to help define the framework for short-term and long-term decisions on the Alaskan Way Viaduct/Seawall Project (the Project). These principles embody a community development vision that integrates transportation and the waterfront in Seattle. Decision-making around this vision is one of our most important civic opportunities for the next 50 to 100 years.

Core Principles:

1. Balance and Integration. Integrate human activities, economic development, nature, and transportation to create a functional, ecologically sound, and beautiful front door to Elliott Bay for Seattle. All structural elements must contribute to that balance.
2. Destination and Movement. Balance the needs of all modes of travel through the area while enhancing the Project area as a destination.
 - a. Be consistent with the Purpose and Need Statement for the Project, to maintain or improve mobility and accessibility for people and goods through the Alaskan Way Viaduct Corridor.
 - b. While acknowledging the Project's critical role as a transportation corridor to and through Downtown, improve the waterfront's accessibility as a destination for people by incorporating several public spaces.
 - c. Integrate the multiple modes of transportation serving the waterfront with each other and with the larger downtown and regional transportation network.
 - d. Maximize access to downtown, Pioneer Square, and Belltown.
 - e. Make safety for travelers, both pedestrians and those in or on vehicles, a key criterion.
 - f. Design transportation systems that implement the goals of Seattle's Comprehensive Plan. Give priority to the movement of freight and of pedestrians, bicycles, transit, and high occupancy vehicles, over single occupancy vehicles.

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- g. Make predictability and reliability of freight movement during and after construction a high priority. Include access to Ballard/Interbay via Western/Elliott and provide for the movement of flammable and combustible loads through the corridor.
 - h. Evaluate improvements to Elliott and Western to provide for the smooth flow of both vehicle traffic and pedestrians including a stoplight at Western and Virginia. Appropriately balance the character of these avenues as both key vehicle routes and neighborhood streets.
 - i. Include no net increase in the number of through vehicle travel lanes; increase width only to meet transit, safety and bicycle objectives on Alaskan Way north of Yesler.
 - j. North of the Battery Street Tunnel, maximize opportunities to reconnect the street grid east-west across Aurora Avenue and provide access from State Route (SR) 99 to Seattle Center and South Lake Union.
 - k. Maximize opportunities for transit, bicycle, and pedestrian access to the ferry terminal.
3. Neighborhood Connectivity. Provide connections between each adjacent Neighborhood.
- a. Improve pedestrian connections, especially east-west, between other downtown areas and the waterfront and between Belltown and the waterfront, paying particular attention to access from Bell Street and Lenora Street. Minimize pedestrian-auto conflicts.
 - b. Require appropriate urban design to connect the waterfront to each adjacent neighborhood.
 - c. Make new public structures and public infrastructure permeable and accessible to all members of the public. Design the pedestrian-auto interface to maximize the pedestrian experience and to promote walking in the waterfront area.
4. Economic and Community Development. Promote a healthy economy and attract investment to the Puget Sound region. Include in the Project Women and Minority Business Enterprise goals, a multicultural work force, and access for people with disabilities.
- a. Keep the public right-of-way in public ownership.
 - b. As part of the Project, promote the development of the waterfront as a modern, urban, working waterfront.

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- c. In any tunnel option, minimize noise impacts on the Pike Place Market, Belltown, and Pioneer Square and maximize connections from the Pike Place Market to the waterfront, e.g., by including lids (that minimize impacts on the waterfront environment and increase the amount of usable space to be created) over SR 99 at least to the north edge of Victor Steinbrueck Park.
 - d. Establish strong connections between Pioneer Square and the waterfront through Pier 48 and between Belltown and the waterfront.
5. Ecological Sustainability. Design the Project so that it maintains and enhances the ecological health of the nearshore habitat, and use adaptive management as a key Project tool.
- a. Seek opportunities to restore the natural environment and ecological health of Elliott Bay and the waterfront zone. Minimize the footprint of any over-water structures or fill.
 - b. Include opportunities to be ecologically restorative, enhance marine habitat and salmon migration, and integrate natural drainage strategies.
 - c. Design the Seawall replacement to reflect the principles outlined in this subsection. Coordinate with the transportation system as much as possible.
 - d. Include improvement of water quality from stormwater runoff as a design principle for the Project.
6. Liveability for Downtown Residents, Employees and Visitors: Design to minimize noise, maximize safety and provide for safe pedestrian connections between residential areas and the waterfront.
7. Public Involvement. Educate the public and seek citizen involvement during the decision-making process and during and after the construction period. Public engagement is essential to making wise choices and to securing funds for the Project.

Other Guiding Principles:

- 1. Authenticity and Identity. Plan and design the Project in a way that respects and recognizes the historical tribal, pioneer, and maritime character and water dependent uses of the waterfront and its piers; and the natural nearshore environment.
- 2. Diversity and Flexibility. Leave open opportunities for flexibility in decision-making and the ability to respond to changing conditions in the waterfront and transportation environment. For example, changing environmental conditions

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including climate change could well mean the City's water edge needs dramatic rethinking. Plan for the future in a manner that recognizes the area's dynamic nature. Consider which options and decisions best serve the City and region based on a 50 to 100 year view. Design solutions should be innovative, sustainable, and engineered to endure.

3. Maintaining Regional Focus. The Alaskan Way Viaduct is a portion of SR99, which is a regional facility, and the design and funding plans should reflect regional values and benefits. Continuation of the collaboration between the State, City, and regional decision makers is crucial to the success of the Project. Planning should account for regional economic benefits.
4. Maintaining Safety and Managing the Transition. Develop a "Safety and Transition Plan" that includes:
 - a. An Emergency Closure Plan to improve the odds of maintaining mobility and access if the Viaduct has to be shut down due to further damage;
 - b. A Construction Strategy that will evaluate the possibility of closing the Viaduct during construction to save money and time;
 - c. A Targeted Investment Strategy that will identify and prioritize investments to improve mobility and access in case of emergency closure of the Viaduct or delays in funding the Project and to provide long-range transportation system benefits and alternate routes during construction;
 - d. A Center City Access Strategy that will identify how this strategy will be applied, implemented, and coordinated with the Project; and
 - e. A Flexible Transportation Strategy that will maintain and increase alternative transportation options during the Project.
5. Consider economic impacts. Consider economic impacts to the waterfront and adjacent areas as well as the industrial and commercial areas affected by the north and south segments of the Project.
6. Create a Viable Financing Plan.
 - a. Develop a realistic financial plan with options and contingencies to accompany decision-making, and update the financial plan on a regular basis.
 - b. Evaluate costs and benefits through a life cycle cost methodology on the basis of a 50 to 100 year timeframe. Use asset management principles to evaluate alternatives.
 - c. Consider imposing tolls on either the Viaduct and/or the regional transportation system as part of the financing plan.
 - d. Consider variable pricing of lanes to facilitate the smooth flow of traffic during peak hours.

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RESOLUTION 30724

A RESOLUTION adopting Guiding Principles for decisions related to the Alaskan Way Viaduct and Seawall Project.

WHEREAS, the Alaskan Way Viaduct and Seawall Project (Project) is a joint project between the City, the State Department of Transportation, and the Federal Highways Administration; and

WHEREAS, there are many different decisions to make in regard to the Project, which is of critical importance to Seattle's future;

WHEREAS, the purpose of establishing Guiding Principles is to reflect specific intentions, preferences and values that will help define the framework for short-term and long-term decisions on the Project; and

WHEREAS, good decisions are made through clear, careful, transparent, and deliberative decision-making processes; and

WHEREAS, these Guiding Principles were reviewed at two Committees of the Whole, and received input from Councilmembers, the Executive, and the Planning and Design Commissions; and

WHEREAS, the principles address the following issues: balance and integration; destination and movement; neighborhood connectivity; economic and community development; environmental sustainability; liveability for downtown residents, employees and visitors; public involvement; authenticity and identity; diversity and flexibility; maintaining regional focus; maintaining safety and managing the transition; considering economic impacts; and creating a viable financing plan;
NOW THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR

CONCURRING:

Section 1. The City adopts the Guiding Principles for decisions related to the Project attached to this Resolution as Attachment A, to guide the decisions for the Project.

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Adopted by the City Council the ____ day of ____, 2005, and signed by me in open session in authentication of its adoption this ____ day of ____, 2005.

President ____ of the City Council

THE MAYOR CONCURRING:

Mayor

Filed by me this ____ day of ____, 2005.

City Clerk

Attachment A

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Attachment A

Guiding Principles for decisions related to the Viaduct/Seawall Project
November 30, 2004

These guiding principles embody specific intentions, preferences and values to help define the framework for short-term and long-term decisions on the Alaskan Way Viaduct/Seawall Project (the Project). These principles embody a community development vision that integrates transportation and the waterfront in Seattle. Decision-making around this vision is one of our most important civic opportunities for the next 50 to 100 years.

Core Principles:

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2. **Destination and Movement.** Balance the needs of all modes of travel through the area while enhancing the Project area as a destination.
 - a. Be consistent with the Purpose and Need Statement for the Project, to maintain or improve mobility and accessibility for people and goods through the Alaskan Way Viaduct Corridor.
 - b. While acknowledging the Project's critical role as a transportation corridor to and through Downtown, improve the waterfront's accessibility as a destination for people by incorporating a series of public spaces.
 - c. Integrate the multiple modes of transportation serving the waterfront with each other and with the larger downtown and regional transportation network.
 - d. Maintain appropriate access to downtown, Pioneer Square, and Belltown.
 - e. Make safety for travelers, both pedestrians and those in or on vehicles, a key criterion.
 - f. Design transportation systems that implement the goals of Seattle's Comprehensive Plan. Give priority to the movement of freight and of pedestrians, bicycles, transit, and high occupancy vehicles, not single occupancy vehicles.
 - g. Make predictability and reliability of freight movement during and after construction a high priority. Include access to Ballard/Interbay via

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Western/Elliott and provide for the movement of flammable and combustible loads through the corridor.

- h. Evaluate improvements to Elliott and Western to provide for the smooth flow of both vehicle traffic and pedestrians. Appropriately balance the character of these avenues as both key vehicle routes and neighborhood streets.
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 - b. Require appropriate urban design to connect the waterfront to each adjacent neighborhood.
 - c. Make new public structures and public infrastructure permeable and accessible to all members of the public.
4. Economic and Community Development. Promote a healthy economy and attract investment to the Puget Sound region. Include in the Project Women and Minority Business Enterprise goals, a multicultural work force, and access for people with disabilities.
- a. Keep the public right-of-way in public ownership.
 - b. As part of the Project, promote the development of the waterfront as a modern, urban, working waterfront.
 - c. In any tunnel option, minimize noise impacts on the Pike Place Market and Belltown, and maximize connections from the Pike Place Market to the waterfront, e.g., by including lids (that minimize impacts on the

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waterfront environment and increase the amount of usable space to be created) over SR 99 at least to the north edge of Victor Steinbrueck Park.

- d. Establish strong connections between Pioneer Square and the waterfront through Pier 48 and between Belltown and the waterfront.
5. Ecological Sustainability. Design for ecological sustainability, design so that no worse conditions exist after Project completion, and use adaptive management as a key Project tool.
 - a. Seek opportunities to restore the natural environment and ecological health of Elliott Bay and the waterfront zone. Minimize the footprint of any over-water structures or fill.
 - b. Include opportunities to be ecologically restorative, enhance marine habitat and salmon migration, and integrate natural drainage strategies.
 - c. Design the Seawall replacement to reflect the principles outlined in this subsection. Coordinate with the transportation system as much as possible.
6. Liveability for Downtown Residents, Employees and Visitors: Design to minimize noise, maximize safety and provide for safe pedestrian connections between residential areas and the waterfront.
7. Public Involvement. Educate the public and seek citizen involvement during the decision-making process and during and after the construction period. Public engagement is essential to making wise choices and to securing funds for the Project.

Other Guiding Principles:

1. Authenticity and Identity. Reflect the values of the community and the nature of the environment at this time, with history as our teacher.
2. Diversity and Flexibility. Leave open opportunities for flexibility in decision-making and the ability to respond to changing conditions in the waterfront and transportation environment. For example, changing environmental conditions including climate change could well mean the City's water edge needs dramatic rethinking. Plan for the future in a manner that recognizes the area's dynamic nature. Consider which options and decisions best serve the City and region based on a 50 to 100 year view. Design solutions should be innovative, sustainable, and engineered to endure.
3. Maintaining Regional Focus. The Alaskan Way Viaduct is a portion of SR99, which is a regional facility, and the design and funding plans should reflect regional values and benefits. Continuation of the collaboration between the State,

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City, and regional decision makers is crucial to the success of the Project.
Planning should account for regional economic benefits.

4. Maintaining Safety and Managing the Transition. Develop a "Safety and Transition Plan" that includes:
 - a. An Emergency Closure Plan to improve the odds of maintaining mobility and access if the Viaduct has to be shut down due to further damage;
 - b. A Construction Strategy that will evaluate the possibility of closing the Viaduct during construction to save money and time;
 - c. A Targeted Investment Strategy that will identify and prioritize investments to improve mobility and access in case of emergency closure of the Viaduct or delays in funding the Project and to provide long-range transportation system benefits and alternate routes during construction;
 - d. A Center City Access Strategy that will identify how this strategy will be applied, implemented, and coordinated with the Project; and
 - e. A Flexible Transportation Strategy that will maintain and increase alternative transportation options during the Project.
5. Consider economic impacts. Consider economic impacts to the waterfront and adjacent areas as well as the industrial and commercial areas affected by the north and south segments of the Project.
6. Create a Viable Financing Plan.
 - a. Develop a realistic financial plan with options and contingencies to accompany decision-making, and update the financial plan on a regular basis.
 - b. Evaluate costs and benefits through a life cycle cost methodology on the basis of a 50 to 100 year timeframe. Use asset management principles to evaluate alternatives.
 - c. Consider imposing tolls on either the Viaduct or the regional transportation system as part of the financing plan.
 - d. Consider variable pricing of lanes to facilitate the smooth flow of traffic during peak hours.

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30724

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STATE OF WASHINGTON – KING COUNTY

--SS.

181070
CITY OF SEATTLE, CLERKS OFFICE

No. RESOLUTION TITLE ONLY

Affidavit of Publication

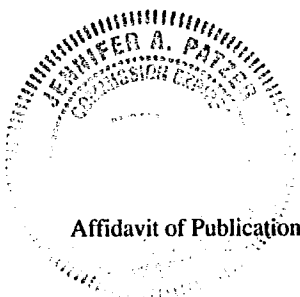
The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:30724-726,729&733

was published on

1/19/2005



Mel Df

Subscribed and sworn to before me on

1/19/2005

Jennifer A. Pater

Notary public for the State of Washington,
residing in Seattle

State of Washington, King County

City of Seattle

TITLE-ONLY PUBLICATION

The full text of the following resolutions, passed by the City Council on January 10, 2005, and published here by title only, will be mailed upon request, or can be accessed electronically at <http://clerk.ci.seattle.wa.us>. For further information, contact the Seattle City Clerk at 684-8344.

RESOLUTION NO. 36723

A RESOLUTION expressing the City Council's support for including increased funding for the arts and heritage in any revision to the King County hotel-motel tax and the special stadium sales tax; and encouraging the City and County to work with arts and sports organizations regarding the uses or possible renewal of these taxes beyond 2020 and 2012, respectively.

RESOLUTION NO. 36726

A RESOLUTION declaring the Tunnel Option as the City's Preferred Alternative for replacement of the Alaskan Way Viaduct/Seawall Project (the Project), and expressing preferences for the design and development of the Project.

RESOLUTION NO. 36728

A RESOLUTION establishing a framework for an Alaskan Way Viaduct/Seawall Project Safety and Transition Plan to effectively manage potential emergency closures and the lengthy transition to the changes in the transportation corridor, consisting of an Emergency Closure Plan, a Construction Strategy, the Center City Access Strategy, a Flexible Transportation Strategy, and a Targeted Investment Strategy, and creating

meaningful public involvement opportunities related to these plans and strategies.

RESOLUTION NO. 36724

A RESOLUTION adopting Guiding Principles for decisions related to the Alaskan Way Viaduct and Seawall Project.

RESOLUTION NO. 36725

A RESOLUTION requesting that the Executive and the Washington State Department of Transportation (WSDOT) include in the Viable Financing Plan required by Resolution 36724 identification of specific funding sources for the "taxes" and "revenue" alternatives for replacing the Alaskan Way Viaduct.

Publication ordered by JUDITH PIPPIN, City Clerk.

Date of publication in the Seattle Daily Journal of Commerce, January 19, 2005.

1/19/05 10:29

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